

Dewberry & Davis

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8401 Arlington Boulevard
Fairfax, VA 22031
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February 24, 1984

Mr. H.M. Shaver, Jr.
State Location and Design Engineer
Commonwealth of Virginia
Department of Highways & Transportation
1221 East Broad Street
Richmond, Virginia 23219

Re: State Project 0219-A-002
CIA Entrance at Route 123

Dear Mr. Shaver:

At the request of the CIA, I attended a meeting of the McLean Civic Association's Transportation Committee last night at the McLean Community Center. The Committee intended to adopt a policy position for action by the Board of the Association. A draft of the Transportation Committee's policy position was distributed for discussion (copy attached).

Discussion of the proposed policy position extended for over two hours with no consensus being achieved. The meeting was dominated by a few individuals whose points of view dealt with issues way beyond the CIA Access Study. It is my opinion that most of the Transportation Committee supported the draft.

My specific impressions of the views of the Committee include:

1. A traffic signal is "needed" at the Potomac School Road intersection with Route 123.
2. Widening of Route 123 is opposed.
3. Safety improvements are needed badly along Route 193.
4. Sight distance should be improved at the Merchant Lane intersection with Route 123.

The Committee adjourned without reaching a final position. Another meeting will be held on March 1st in an attempt to achieve agreement of a recommendation to the Board of the Association which meets March 7th.

Yours very truly,

DEWBERRY & DAVIS

John R. Fowler, II, P.E.
Managing Principal

JPF:rad
Attachment

cc: [redacted] (w/attachment)
Steve Smith (w/attachment)

Larry
Paul
Pam
Jerry
Gary
Imo

Art: Route Cy
cys to: [redacted]

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Forward - Toss

File: TAC

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2/23/84

Draft Transportation Committee position on "Analysis of Roadway Improvement Alternatives,"
CIA Expansion Study, Technical Memorandum No. 2. (Subject to amendment and approval
by MCA/TC with assistance of residents of affected neighborhoods.)

The Memo gives three preliminary alternatives for improvements of the Parkway intersection with the Beltway, and eight alternatives for improvements of intersections on Dolley Madison Boulevard near the entrance to the CIA. From discussions so far, we believe the best solution in each of these two major problem areas will probably be a combination of parts of the alternatives so far shown. Therefore, we would prefer at this point to state our objectives, rather than recommend which specific numbered alternative should be further studied.

I. Parkway intersection with Beltway. VDH&T improvements to coincide with Maryland's widening of the Cabin John Bridge must provide for an exclusive lane for traffic exiting from the Parkway towards Maryland and towards Virginia.

II. CIA Parkway entrance. Entrance ramps to the Parkway must be improved in both directions, but especially northbound, to speed merge with Parkway traffic and encourage use of this exit.

III. CIA Dolley Madison Boulevard entrances.

A. Sight distance ^{along Route 193} should be improved at Langley Fork by topping of the hill.

B. Turkey Run Farm Road should serve as a secondary access to the CIA, but the hours of use and the design of landscaping, etc., should be compatible with its primary purpose as an access road to Turkey Run Farm Park.

C. ~~Georgetown Pike's access to Dolley Madison Boulevard should be by an at-grade intersection.~~ Two-way movement should be provided from Potomac School Road. The intersection of Georgetown Pike, Dolley Madison Boulevard, and Potomac School Road should be controlled by a traffic signal. The signal will have downstream benefits for traffic entering/exiting Savile Lane and Merchant Lane.

D. The main stem of Dolley Madison Boulevard should remain at four lanes. Turning lanes may be added for traffic storage close to the entrance of the CIA, provided that they do not encroach on residential neighborhoods.

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E. Maximum use should be made of earth berms and landscaping to buffer residential areas from visual or noise impacts of grade separations and lane shifts.

F. CIA's access to Dolley Madison Boulevard should be by grade separation.

G. East-bound lanes of Dolley Madison Boulevard should be realigned approaching Merchant Lane to improve sight distance, but safe "crossover" should be maintained.

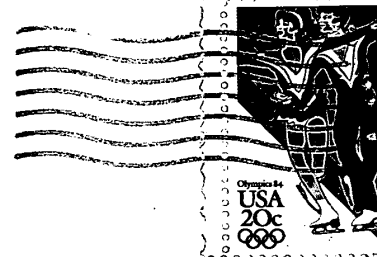
H. No overhead traffic signs.

I. No lighting of grade separations.

J. Short acceleration and deceleration lanes should be provided for Merchant lane traffic.

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